

Decree Wipes Out American Auto Trade in France

Ruling by the Government Allows Only Importation of Heaviest Trucks, and Few of These Are Needed

PARIS, May 1.—Dealers in American automobiles believe their business in France will be considerably wiped out by the governmental decree issued on Wednesday forbidding importation for

an indefinite time of all chassis weighing less than 2,500 kilograms (5,500 pounds). Under the ruling of the government only the heaviest of trucks can be admitted to France from foreign countries.

In spite of high custom duties and the unfavorable state of foreign exchange, sales of American cars have shown an encouraging increase in France. Almost all of the American automobile firms have branches in this city, and managers say nothing remains, apparently, but to close shop, as all they can do is to maintain service and make repairs on cars already sold. Figures collected by automobile salesmen show that in 1918 American cars valued at 241,000 francs were imported, and that in 1919 the value of American automobiles received in this country was \$4,000,000 francs. In January, 1920, the importations of cars from America were worth 321,000 francs. It is pointed out the demand for large trucks is insignificant, and those used during the war are now being operated.

M. Isaacs, Minister of Commerce, has issued a statement explaining provisions of the new decree relative to imports. He says the government acted not especially for the purpose of protecting French commerce and industry, but with a view to improving the financial situation.

"We have reached the point where we must retain all our resources for the purchase of foodstuffs," he said. "If the decree is examined carefully it will be found to be not a single commodity that is indispensable to France. There can be no exception to its provisions, even for countries where the exchange situation is favorable to us."

STUTZ, 1920,
four passenger touring; also 1918 roadster, and 1917 four & 6 passenger, all perfect.
ROSKAM-SCOTT CO.
Columbus 307,
1896 Broadway (at 63rd).

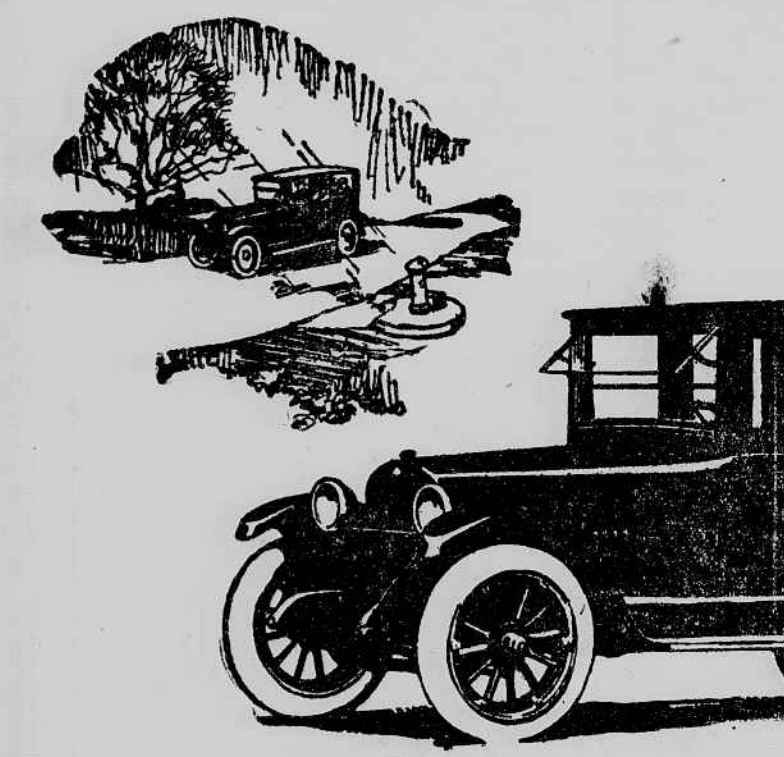
CADILLAC "57"
Sedan
with Weatherproof shock absorbers, plush upholstery, like new.
ROSKAM-SCOTT CO.
1896 Broadway, at 63rd
Columbus 307

HUDSON, 1920
Speedster
like new; also 1918 Hudson Sedan, repaired, and like new, both exceptional.
ROSKAM-SCOTT CO.
1896 Broadway (at 63rd).
Phone, Columbus 307.

Columbia Six

"Gem of the Highway"
THE undeniable charm and character of each of the Columbia models comes from its very foundation. And this must be the basis of all enduring charm, whether it be of a car, a home or a man. Immediate deliveries

C-H MOTORS CORP.
Bedford and Atlantic Avenues
Brooklyn New York
Also dealers - National Seater



Beauty and Unusual Power Distinguish the Nash Sedan

The sedan type of car is becoming more popular every day and the luxurious Nash Six Sedan with its Nash Perfected Valve-in-Head motor is perhaps the highest expression of the Nash ability to build fine automobiles. It is exceptionally powerful, quiet and economical in operation and many people visiting our salesrooms after viewing its graceful lines and beauty of appointment are frankly surprised at its moderate cost.

Warren-Nash Motor Corp.
Telephone Columbus 6378
General Office and Service Station
22-26 W. 43rd St.
Brooklyn: L. A. D. Motors Corp.
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Newark: Newton-Humphreys Co.
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NASH MOTORS
VALUE CARE AT VOLUNTARY PRICES

Unloading Counts Much in Truck Haulage

Speed in Relieving Vehicles of Cargo Needs Attention, Just as Loading Does

Unloading has been given just as much study as loading by efficient truck makers and operators. As a result, time-saving devices which serve a wide range of requirements have been perfected.

In some classes of work the truck body lends itself to speedy load removal. This is true of coal delivery and contracting work, where dump bodies elevated by hoists operated by the truck engine power are useful, enabling the operator to remove the load almost instantly. In some types of coal delivery the body, instead of being tilted, is bodily elevated, so that coal can be chuted to the bin.

For removing heavy objects from the truck platform, swinging crane apparatus has been devised. To prevent the truck from tipping when the crane is in operation, folding outriggers are used. Overhead monorail systems also are used for this purpose.

Power winches are used to aid in the unloading of heavy trucks. Telephone companies use these truck winches also for laying cables and to assist in unloading the heavy spools of cable.

Just as interchangeable bodies and semi-trailers in many cases reduce loading time where the load-handling period is abnormal, so likewise they serve to reduce unloading periods. Under good conditions, in fact, semi-trailers have been known to cut haulage costs one-third.

Special equipment for the loading and unloading of bricks affords a fine example of the enormous saving that results from the elimination of unnecessary loading or unloading delays.

The possibilities for reducing transportation expenses materially through the use of proper body equipment or auxiliary equipment are so great that no truck operator should feel satisfied to abandon the subject after a superficial examination.

Teaching Road Making in Schools and Colleges

Once upon a time apparently road building was a matter of day labor, but now it has progressed to a point where highway engineering and highway transport will be regular subjects in schools and colleges. A new standard of road making is necessary because the old way of making roads by a rule-of-thumb method doesn't work out. Unless a road is thoroughly and scientifically made, it does not stand up under bad weather and wear.

The National Highway Traffic Association has requested the Commissioner of Education of the United States to call a conference in Washington on May 14 and 15 to develop plans for education in schools and colleges on this subject.

Merrick Road Bad

The Merrick Road is not in good condition now, especially from Jamaica on down to Lynbrook. The side road leading off to the Rockaways from Valley Stream through to Hollis is much better than hitherto and the road from Hollis down to the Rockaways is largely in good condition. Hillside Avenue is not of the best and is closed from a point beyond the Peace Monument to just short of the green houses. Sunday driving on the main traveled roads of Long Island is a good deal like touring on lower Fifth Avenue on a crowded weekday. There is no parking space anywhere along the way on these main highways and the thing to do is to try to use the side roads and avoid the heavy traffic.

Trent Tenants Become Owners

Ten tenants of the Trent, a six-story apartment at 124 and 126 East Fifty-first Street, on a payment of eight times the annual rental of their suites, have taken over the property for \$90,000. Tenants have purchased from Joseph Shank the seven-story apartment at the northeast corner of Morningside Avenue and 122d Street, known as the Latham, housing fifty families, for which he has been asking \$400,000.

One of the more interesting purchases of small tenement property on the coast

the cooperative plan is the three-story and basement houses at 519 and 515 East 118th Street. These houses were sold for \$22,000, each tenant paying \$1,500 for his ownership stock. There are four and five room apartments in these houses.

Brooklyn Lots, Loft and Dwellings To Be Auctioned

To close the estate of Ruth Newey Smith the Jere Johnson Jr. Co., auctioneer, will sell a four-story loft building at 1071 Bedford Avenue, near Lexington Avenue. The sale will be held next Tuesday, April 20, at 8 p. m. in the Brooklyn Real Estate Exchange.

Also at the same time will be placed the lot, 25x100.5, in the east side of Hudson Avenue, thirty-seven feet wide, on DeKalb Avenue, in an unimproved state, and to an active business center; also a lot, 25x110, at Thirty-ninth Street, between Seventh and Eighth avenues, and twenty-four feet wide, on the east side of the Flatbush section, located in Crown Road, East Thirty-eighth and East Thirty-ninth streets. Purchases may be paid for in monthly installments if desired.

Ship Co. to Build Tall Building in Wall Street

Twenty-five stories will be the height of the new Munson Steamship Company's building to be erected at the corner of Wall, Pearl and Beaver streets. It will replace the seven-story Eagle Building, which has stood for many years at the apex of the irregular site, and the four adjoining buildings.

The building which the Munson line bought some months ago from the Hoffman estate through William A. White & Sons.

It was after this purchase that the company decided to have a headquarters in Wall Street, and it took steps to acquire the triangular plot formed by Wall, Beaver and Pearl streets.

Kenneth M. Marchmont has designed the building which will hold the executive offices of the big South American and tropical transport line.

There will be an arcade running through from Wall Street to Beaver Street, upon which will face ten high-speed passenger elevators. The second floor and part of the first floor will be occupied by banking institutions. There will be a large safe deposit vault in the basement, and the ground floor will occupy the passenger department; the twenty-third and twenty-fourth floors for its general offices and rest room for the employees of the line.

The exterior will be of granite, limestone, light brick and terra cotta. An attempt will be made to give a Spanish-American aspect to the facade of the building by means of loggias and a Spanish tile roof.

The buildings on the site will be torn down in the next few weeks. It is expected that the structure will be ready for occupancy April 1, 1921. The contractor is the George A. Fuller Company.

Manhattan Apartment Tenants Pay \$10,000,000 to Landlords to Secure Their Homes and Control Rents

Hundreds of tenants have become owners of apartment houses on the cooperative plan in Manhattan and in the Bronx in the last six weeks, valued at almost \$10,000,000. Some of the buildings sold are among the largest of their kind in the city, in Riverside Drive, Park Fifth and West End avenues and other fine locations.

Buying under this plan in many cases has been done to protect the tenant against changing landlords and rent advances and for the assurance of permanent homes. In some cases tenants have been forced into buying to protect their homes from other seekers who have been ready to go into cooperative schemes advanced by speculative owners. Others have been compelled to find homes elsewhere when, having failed to subscribe for the apartment occupied, it has been sold over their heads. Cooperative apartment homes have been a feature of New York housing for many years, but "buying" of old apartments is a novelty that has grown out of the present scarcity of living space.

Sold Under New Rent Schedule

Most of the houses have been sold under the new rent schedule, ranging from \$40 to \$60 a room a month in the larger houses. Subscribers to the plan take stock in the syndicate formed to take title to the property to the value of from five to seven times the amount of their annual rental, thereby getting a promise of rent free thereafter, the amount for interest on the mortgages on the property, taxes, insurance, operation and maintenance of the building being collected in rentals from other tenants in the apartment who are not stockholders.

Under the new rent-preferencing laws, it was believed by many, would be followed by a noticeable falling off in cooperative apartment buying, which became quite active a few weeks before the laws went into effect, but no notable sales have been reported on this plan in the last several days.

Sentimentality has shared in this cooperative buying by persons occupying suites, and many tenants have become stockholders rather than individual owners.

Chief interest in last week's buying on the cooperative plan centered in the sale of the eleven-story Knickerbocker, one of the oldest apartments in the city, at the southwest corner of Fifth Avenue and Twenty-eighth Street. Among the buyers were Justice George L. Ingraham, Charles S. Brackett, president of the Mutual Bank; B. T. Fairchild and John V. Bouvier. The seller has been asking \$1,000,000 for the property.

Because of another purchase last week, twelve tenants who live in the two six-story apartments at 316 and 318 West Eighty-fourth Street will be compelled to find new homes. Their leases expire in October, for the houses have been bought by twelve persons living elsewhere who are to move into the apartments. The house contains twenty-four apartments, each with two bedrooms. The buildings were purchased with the idea of maintaining present rentals for the buyer, with insurances and other tenants' contributions to cover interest charges and amortization of mortgages.

The latest of the large Park Avenue apartment houses to be taken over on the cooperative plan is the twelve and one-half story house at 223 Park Avenue, adjoining the northeast corner of Seventy-fifth Street, by a syndicate composed equally of some present tenants and outside stockholders, who will occupy apartments at the expiration of leases.

In the twelve-story apartment at the northwest corner of Park Avenue and Seventy-seventh Street, the first of two large houses in this thoroughfare sold under the cooperative plan, rents will advance from \$175,000 to about \$250,000. It was sold by Max N. Natanson to the Park Avenue apartment seventh Street Company, composed of A. E. Outerbridge, J. H. Jones, George Richards, M. W. Dabell and H. E. Moller, tenants. Pease & Elliman were the brokers.

Tall West End Avenue House Sold
Mr. Natanson also sold to tenants the twelve-story apartment at the southeast corner of West End Avenue and Eighty-sixth Street. It was erected about six years ago by Mulliken & Moeller and contains twenty-five suites of eight and ten rooms. It was purchased by the syndicate of tenants for \$375,000, who paid an amount equaling four years' rental. Under the new rent schedule rents will be \$50 each a month.

Tenants of the ten-story Vauxhall, at the northeast corner of Riverside Drive and 165th Street, have incorporated with a capital stock of \$150,000 to take over the structure for \$725,000. There is a first mortgage on the property of \$450,000 and a second of \$170,000. Rents which are now \$26 a room a month will be advanced to \$40 a room in October.

The nine-story apartment at 115 and 123 East Fifty-third Street and 118 East Fifty-fourth Street, in the Park Avenue section, of from five to ten rooms, have been acquired by tenants for a payment of seven times the annual rental of their suites. Rents under the new schedule



115 EAST 53rd ST. NORTH WEST CORNER OF PARK AVE. and 77th ST. NORTH CORNER OF RIVERSIDE DRIVE and 155th ST. WEST END AVE. and 86th ST.

Tenants to Take Over Big Broadway Flat

Form Syndicate to Buy on Co-operative Plan Ten-story Sarsfield, at the Corner of 143d Street

Negotiations are now under way for the sale of the ten-story Sarsfield apartment, at the southwest corner of Broadway and 125 feet on 143d Street, Horace S. Ely & Co. to a company being formed, in which are a few of the tenants in the house. The property is being sold by the Broadway-Thirtieth Street Corporation, Louis B. Brodsky president, which has been asking \$900,000. The structure fronts 100 feet on Broadway and 125 feet on 143d Street, and has accommodations for 100 families and six stores. The new owners will conduct it on a cooperative basis.

The syndicate company, acquired it recently from the Durham Realty Company, Benjamin N. Duke president.

M. H. Tropauer sold for Mrs. Anna R. Mead, of Tarrytown, N. Y., the eight-story apartment hotel, known as the Anderson, at 102 West Eighty-fifth Street, 60x102.2. The purchasers are Bendheim Brothers, Inc., Edwin Bendheim president.

Pease & Elliman sold for B. B. Chase, of Rochester, to Ella Winteritz, two five-story apartments, each 50x108, at 37 and 39 Vermilyen Avenue.

Ryan & Co. sold for Ernestine Harris the five-story flat, 25x100, 548 West 126th Street, to Dr. Louis Feldman, of Patchogue, L. I.

Charles Wynne and Louis H. Low purchased from the Hicks estate, of Connecticut, the three five-story apartments, 75x100, at 61 to 65 West 100th Street. This is the first sale of this property in twenty years. Shay & Co. were the brokers.

Alexander Henschel and the F. J. Rullman Company sold for Rosa Schwartz to the Dormond Realty Company, Simon Dormond president, the two five-story new law apartments, with stores, 4058 and 4062 Third Avenue, 33x100 each.

Irving Bachrach resold the five-story flat, with two stores, at 450 Lenox Avenue, 25x100, to Harry Pomerans, through Samuel Katz. Mr. Bachrach bought the property earlier in the week.

Suburban and Urban Sites and Local Lofts at Auction

J. P. Day Announces Long and Varied List for Thursday's Special Sale

Two suburban offerings included in the list of properties to be sold by Joseph P. Day on his next special sales day, Thursday, at noon, at 14 Vesey Street, comprise fourteen residential building sites at Bronxville, on the line of the DeWitt Avenue surface cars and a short distance from the Bronxville station on the New York Central Railroad. The lots are to be sold separately. Mr. Day also will sell on the same day the fourteen-room residence and one-story garage, on plot 100x212.6, at 2804 Westbourne Boulevard, Far Rockaway, L. I.

Also the following Manhattan, Bronx and Brooklyn properties to close the estate of John P. Butler: The south-west corner of Audubon Avenue and 171st Street; the block front on the west side of Walton Avenue, from Mount Hope Place to East 177th Street; the block front on the north side of 170th Street, between Nelson and Plimpton avenues; the plot 115x220x irregular at the northwest corner of Nelson Avenue and 169th Street.

An important voluntary offering is the lot of the four, five and six-story loft buildings, with stores, at 550 and 556 Broadway, through to 92 Crosby Street, between Spring and Prince streets.

Silk Importers Get Space in New Textile Building

Arthur Emmerich, raw silk importer, has leased from the plans, large space in the new Textile Building in Fifth Avenue through H. H. Gibson Realty Company.

Thomas Ford leased to Herbert Bros., interior decorators, the building 133 East Fifteenth Street; to Ford Uni-Serv Company, a store, 144 East Thirty-fourth Street, and to Brooks & Brooks Company, offices; to Daube & Steigmeier, the corner store and basement at 378 First Avenue; to the United Cigar Stores Company, the store and basement, southeast corner Twenty-third Street and Second Avenue, and the building 172 Third Avenue.

Charles F. Noyes Company leased the basement, 415 Broadway, to William Witkin, office furniture, for seven years.

John J. Meehan, Inc., leased for the Devine Estate the five-story building, 106-8 West End Avenue to the Valvolene Powder Box Company.

Peekskill Rent "Crazy"

To the Editor of The Tribune.

Sir: I am a railroad man, compelled to work every day in the year, Sundays and holidays included, at a rate of pay of 56 cents an hour, no time and a half for Sundays and holidays, just straight time; neither have had any raise in pay since September, 1919; but my rent was raised twice last year on April 1 and I have been given to understand that another raise in rent is to be made next June.

The landlords here are going crazy. Only yesterday a landlady went to a tenant and said, "I can get more money for these rooms." The tenant answered, "Well, I can't afford to pay any more." "Oh! yes you can," said the landlady, "you just bought a rug to cover your floor and if you can afford to buy a rug to cover your floor you can afford to pay more rent."

A WORKING MAN.
Peekskill, N. Y., April 23, 1920.

Office Rents in Oil Field Higher Than Here

Makeshift Places Bring \$7.44 a Square Foot; Wall St. Space Can Be Had for Less

Prior to the discovery of oil deposits in Texas and Oklahoma the value of an acre ranged somewhat in the realms of pennies. Oil, that great accelerator to wealth, has changed things about, and now business men, whether oil promoters or otherwise, are paying at the rate of 62 cents a square foot per month for space that is far from desirable.

Rooms 10x12 feet partitioned off with boards that reach only part way to the ceiling, with no sanitary conveniences and sold of everything one would expect in an office are renting at \$75 a month. No one objects to paying the charges, since there is nothing better to be had.

In the towns which are springing up in the new oil fields offices of the most approved type are being planned and it is said that some of them have been started. The story is that some of these buildings will be as tall as ten stories.

If these tales are correct these towns will be the wonder cities of the country, growing in a year from prairie land to modern business towns with developments that characterize only the oldest and most important trading centers in the country.

At the rentals quoted for office space New York cannot boast of much more expensive accommodations. There are many buildings in Wall Street where space is still under the \$7 mark. At 62 cents a square foot per month the Texas oil district makeshift offices rent for \$7.44 a year.

Jersey Homes for Brooklyntes

S. S. Walstrom-Gordon & Eorman sold for May Maloney the new houses on Upper Boulevard, Ridgewood, N. J., to Mrs. Florence E. Hamilton, of Brooklyntes, for Gertrude E. Harrison, 60 East Ridgewood Avenue, to William E. Hill, also of Brooklyn, and to Edmund B. Van Horn, 138 Claremont Road, to Samuel I. Bateman.

\$35,000 Montclair Home For Charles E. Poyer

Charles E. Poyer, of Thomas A. Edison, Inc., has purchased from Martin T. Plannan his residence on Afterglow Avenue, one of the most exclusive residential sections of the Hillside section of Montclair. The dwelling, which is of Colonial design, contains twelve

Manufacturers to Come to Relief of Workingmen

Will Build Homes for Their Help; Find That Mental State Caused by Shortage Is Affecting Production

Reduction in quantity production has been traced by a number of large manufacturing corporations to the housing situation. Lack of homes and the high rentals demanded for those available have proved so disturbing that operators have found it impossible to devote their minds and energy fully to their work. The efficiency men of the large plants have found that men cannot divorce from their minds the possible consequences which may come to them and their families because of the competition for accommodations.

The decline in production it is said, became so noticeable at some of the largest commercial centers that hurried calls were sent out for directors' meetings to consider the problem and ways and means to meet it. In every case the trouble was traced to the lack of homes.

A number of these concerns have started on a campaign of home building for their workers on a plan that will be easy for every worker to meet. S. W. Straus, in a statement issued yesterday based on information gleaned from every large manufacturing center in the country, said:

"The shortage of homes throughout the country not only adds to the financial burdens of many classes of people who are least able to stand them, but it has a general disturbing effect which fosters unrest and contributes to the general lack of production."

"In recognition of this fact some of the country's large industrial concerns have, during the last few weeks, undertaken to solve the housing problem among their employees through the inauguration of installment mortgages. In one of the most notable of these plans it is announced that the employees are to make an initial payment of 10 per cent of the cost of the home, and then pledge themselves to pay the balance in monthly installments covering a period of ten years, the total cost being just what the cost has been to the corporation."

"Such plans cannot fail to have a helpful effect on general industrial conditions throughout the country, for it must be recognized that nothing will have a more stabilizing influence on those who perform the nation's work than adequate and comfortable homes. As long as the country's quota of homes is below normal we shall be subject to the dangers of both underproduction and unrest."

"During the first three months of this year more than one-half of the total valuation of new construction work was for industrial and business buildings. While there is ample need for structures of this type, in order that the wheels of industry may be kept in motion, the necessity of a larger percentage of the nation's building activities being diverted to the construction of homes is acutely apparent. Home ownership is worthy of encouragement not only because of the need of more homes for the people, but because it comprises one of the most praiseworthy examples of thrift."

rooms, three bathrooms, solarium and two sleeping porches and is on a site of 100 feet frontage, overlooking the Ramapo Hills.

The property was held at \$35,000 and was sold through the offices of F. M. Crawley & Bros.

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